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SOVIET MOTOR-TRANSPORT ENTERPRISES  
IMPROVE OPERATIONS

[Graphs referred to are appended.]

During the 1946 - 1950 Five-Year Plan, much was done to expand the common-carrier motor pools of the republican ministries of motor transport. These motor pools are called on to guarantee the transport requirements of organizations and enterprises of all ministries and departments.

Graph 1 shows the rate of increase for freight and passenger hauling for these common-carrier motor pools. In 1947, freight turnover of these motor pools doubled the prewar level of 1940 and since then, has increased annually. In 1950, the motor-vehicle fleet of these enterprises hauled three times more freight than in 1940. The average length of haul increased 15.5 percent during the postwar Five-Year Plan.

Common-carrier motor pools not only have been hauling freight to railroad stations and landing piers, as well as meeting the requirements of industry, agriculture, and construction in hauling freight for short distances, but they have also begun to make preparations to relieve the railroads from short hauls, to expand interblast freight hauling, and to haul food and industrial products into isolated regions which have no railroads.

In addition to receiving more trucks during the Fourth Five-Year Plan, the common-carrier motor pools used their equipment more efficiently. In 1950, they increased the coefficient of truck utilization 65.5 percent over 1940, and the output per registered machine-ton increased 38.2 percent in tons and 60.5 percent in ton-kilometers.

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Passenger transportation also increased during the postwar period. In 1945, common-carrier motor-transport enterprises had only 27 percent of the prewar bus fleet. However, primarily due to more efficient use of the bus fleet, the number of passengers transported by bus in 1950 increased 78.5 percent over 1940, while the bus fleet itself increased only 23 percent. By early 1950, bus service was available in 459 cities of the USSR. Transport enterprises of the republic ministries of motor transport provided bus service on more than 1,700 totaling more than 115,000 kilometers.

The expansion and improved operation of common-carrier motor pools can be seen from the example of motor pools of the Ministry of Motor Transport RSFSR. In 1945, these motor pools hauled 10 percent more freight than in 1940, while in 1950, freight turnover had tripled. The following table shows the type of freight hauled by the Ministry of Motor Transport RSFSR:

<u>Item</u>	<u>Percent</u>
Construction materials	43.2
Fuel	17.1
Industrial goods	9.5
Vegetables	6.0
Grain	4.4
Other freight	19.8
Total	100.0

With 1940 taken at 100 percent, the following table shows the percentage increase in volume of passengers transported by bus and taxi service within the RSFSR:

	<u>1940</u>	<u>1945</u>	<u>1946</u>	<u>1947</u>	<u>1948</u>	<u>1949</u>	<u>1950</u>
Passengers transported by bus	100	16.7	63.0	87.7	109.8	140.0	183.4
Paid mileage of passenger taxis	100	3.1	8.9	19.0	32.4	66.7	131.5
Paid mileage of freight taxis	100	1.3	66.0	119.0	130.0	137.2	144.5

As in other republics, improved vehicle operation was largely responsible for the increases in passenger and freight hauling by motor vehicles in the RSFSR. For example, in 1950, the coefficient of truck utilization increased 55.5 percent over 1940; for buses 70 percent. The cost of hauling per ton-kilometer in 1950 was 12 percent lower than in 1940 (in price of corresponding years).

Despite the serious shortcomings encountered in organizing the operations of the common-carrier motor-transport enterprises, results have shown that they operate more efficiently than the departmental motor pools /transport organizations of ministries other than the republic ministries of motor transport/. For example, the output in tons (average for the USSR) for a 3-ton truck in the common-carrier motor-transport enterprises in 1947 and 1948 was 31 and 24 percent higher respectively than that of the departmental motor transport. The number of ton-kilometers performed by the common-carrier motor pools in 1947 and 1948, was 73 and 82 percent higher, respectively than in the departmental pools.

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From 1947 to 1948 the service mileage of the common-carrier-type vehicles increased 15 percent over that of the departmental motor pools. Costs in the common-carrier pools in 1947 and 1948 were 28 and 32.9 percent lower respectively in comparison with the departmental motor pools.

In 1950, the production of industrial enterprises of the republic ~~ministries~~ of motor transport was more than double the 1940 production, and capital repairs at the common-carrier motor-repair plants increased 40 percent during the same period.

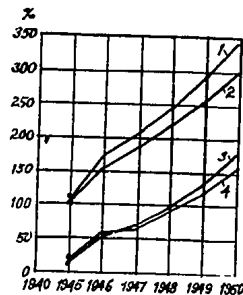
[Appended graphs follow.]

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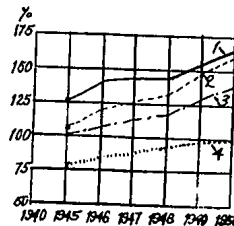
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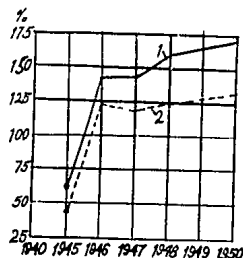
Graph 1. Increases in Freight and Passenger Hauling in Motor Pools of the Republic Ministries of Motor Transport (1940 taken at 100 percent)

1. Ton-kilometers
2. Tons
3. Passengers
4. Passenger-kilometers



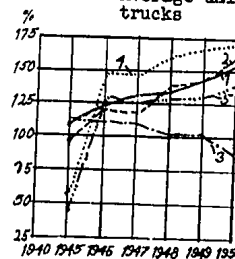
Graph 2. Improved Operation of Trucks in Motor Pools of the Republic Ministries of Motor Transport (1940 taken at 100 percent)

1. Coefficient of truck utilization
2. Annual output in ton-kilometers per registered machine-ton
3. Annual output in tons per registered machine-ton
4. Average daily mileage of trucks



Graph 3. Improved Operation of Buses in Motor Pools of the Republic Ministries of Motor Transport (1940 taken at 100 percent)

1. Coefficient of bus fleet utilization
2. Annual production in passenger-kilometers per each registered bus seat



Graph 4. Improved Operation of Motor Vehicles in Motor Pools of the Ministry of Motor Transport RSFSR (1940 taken at 100 percent)

1. Coefficient of truck utilization
2. Production in ton-kilometers per registered machine-ton of truck
3. Cost per ton-kilometer
4. Coefficient of bus fleet utilization
5. Production in passenger-kilometers per registered bus seat

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